



W.E. STILSON
CONSULTING GROUP

Pride in the Details. Passion in our People.

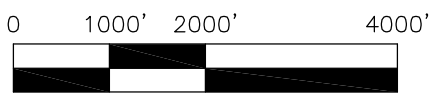
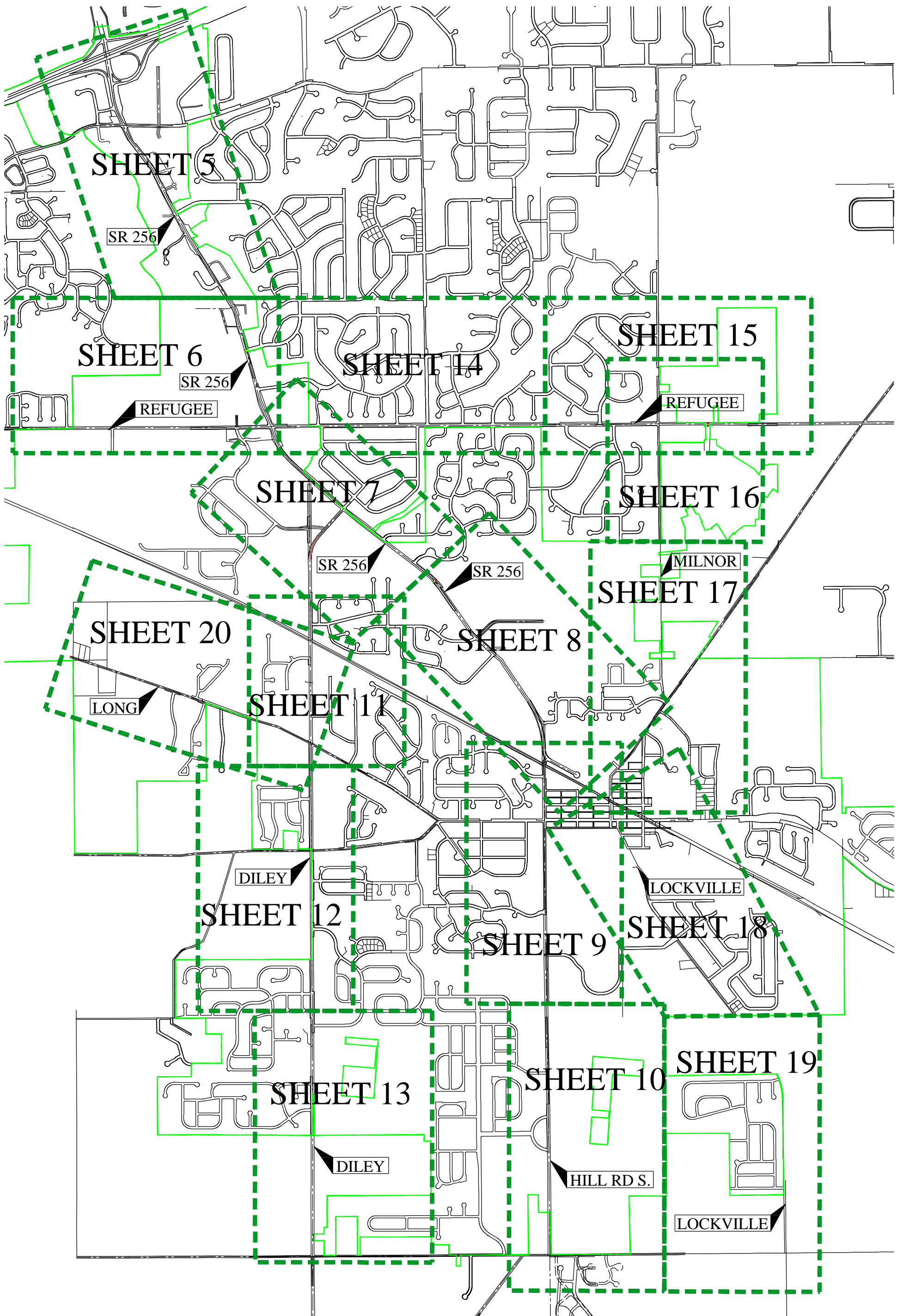


CITY OF PICKERINGTON ACCESS MANAGEMENT PLAN

ACCESS CORRIDORS:

- *S.R. 256*
- *Refugee Road*
- *Diley Road*
- *Hill Road South*
- *Milnor Road*
- *Lockville Road*
- *Long Road*

DATE: AUGUST 2006


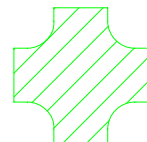

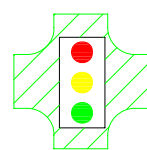
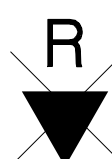




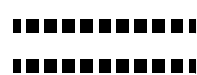
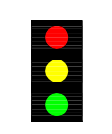
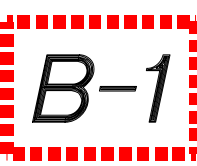




Pride in the Details. Passion in our People.



LEGEND:

	LIMITED MOVEMENT ACCESS POINT		POTENTIAL INTERSECTION
	RESIDENTIAL ACCESS POINT (EXISTING TO REMAIN, OR PROPOSED)		POTENTIAL SIGNALIZED INTERSECTION
	RESIDENTIAL ACCESS POINT (TO BE ELIMINATED)		FUTURE SERVICE ROAD (PUBLIC OR PRIVATE AT CITY DISCRETION)
	COMMERCIAL ACCESS POINT (EXISTING TO REMAIN, OR PROPOSED)		CITY CORPORATION BOUNDARY
	COMMERCIAL ACCESS POINT (TO BE ELIMINATED)		FUTURE CITY THOROUGHFARE (REFERENCE THOROUGHFARE PLAN AND TRANSPORTATION IMPROVEMENTS PLAN – 2005)
	EXISTING TRAFFIC SIGNAL		PROPERTY AREA BOUNDARY FOR FUTURE ACCESS POINT (SEE ASSOCIATED TEXT)



Pride in the Details. Passion in our People.

CITY OF PICKERINGTON ACCESS MANAGEMENT PLAN GOALS NARRATIVE AND LEGEND NOTES:



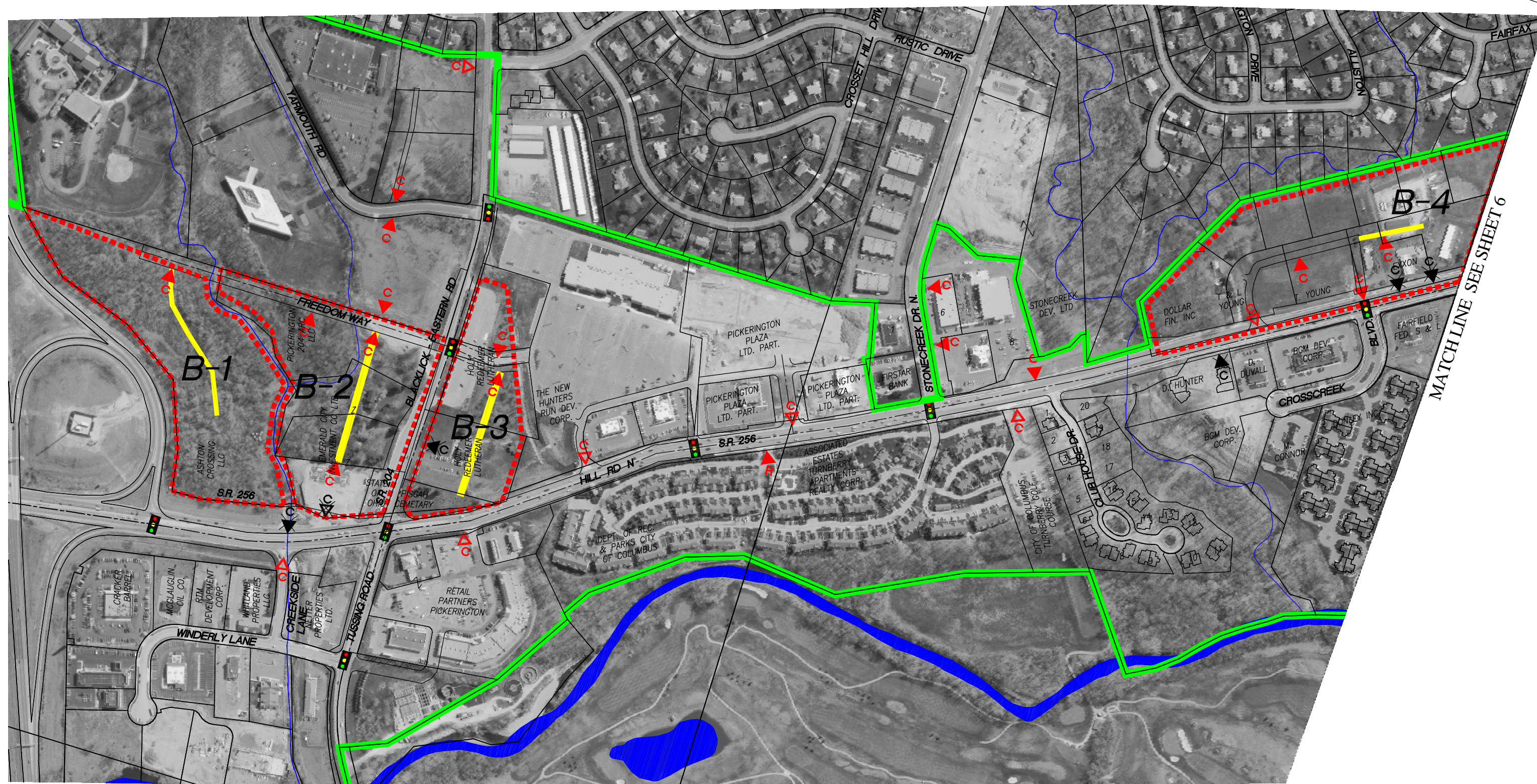
INTRODUCTION:

The intent of this document is to provide an overall plan to serve as a guide for the future development along and access to certain thoroughfares within the City of Pickerington, namely: State Route 256, Refugee Road, Diley Road, Hill Road South, Milnor Road, Lockville Road, and Long Road. The locations proposed herein for unsignalized street intersections, signalized street intersections, and access points are goals. Should circumstances warrant and documentation is provided to enable City concurrence, minor alterations to this plan will be considered on a limited, case-by-case basis, and may require Access Management Plan amendment by City Council Ordinance.

This document advocates controlled and managed access to public thoroughfares by consolidation, alteration, and/or elimination of certain existing access points, and by creation of new access points that serve multiple parcels (i.e., shared or cross-access to a common point).

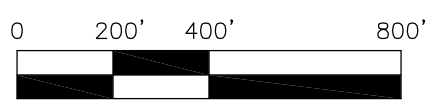
LEGEND NOTES:

1. **Limited Movement:** Symbolizes an access point with right-in/right-out movement, right-in-only movement, or right-out-only movement, designated by the City Engineer, using engineering judgment.
2. **Access Point Alteration:** Access point elimination, restriction (full vs. limited movement), consolidation, and/or location change to accommodate compliance with the City of Pickerington Access Management Plan *shall occur* when the subject parcel(s) are rezoned, developed, changes use, or unsafe/undesirable situations are identified by either a City-sponsored study or Committee action.
3. **Access Point Creation:** Access points and future service roads (not previously identified in the City of Pickerington Thoroughfare Plan) to be created by development shall be supported by a Traffic Impact Study, prepared in accordance with Institute of Transportation Engineers (ITE) guidelines and reviewed and approved by the City Engineer.
4. **Property Boundary Area:** In an attempt to create future access points that best serve multiple parcels yet protect the integrity of public thoroughfares, City staff has grouped and delineated certain parcels into conceptual planning 'boundary areas' shown on the Access Management Plan. As development, redevelopment, or changes in parcel use occur within the City, the boundary areas are a planning tool to foster and enable shared or cross-access to a common access point. Within the boundary areas, parcel owners may be asked to provide written agreement/authorization for access to/along/through their parcel for other parcels in the boundary area as a condition to plan approval.
5. **Thoroughfare Plan:** Future thoroughfares identified for construction or improvement on the City of Pickerington Thoroughfare Plan are shown and noted on the Access Management Plan. As parcels along City thoroughfares are rezoned, developed, or change use, Thoroughfare Plan roadways must be incorporated into said parcel's development as appropriate, determined by the City Engineer.
6. **Service Roads:** Within property boundary areas identified on the Access Management Plan, a service road concept has been shown where appropriate. The service roads shown on the plan are subject to alignment change as warranted by parcel development; however, a goal of shared or cross-access to other parcels in the boundary area must be accomplished in a manner acceptable to the City Engineer and staff. Service roads, whether designated public or private thoroughfares at City discretion, must be constructed to public street standards. Written cross-access easements are required for all private service roads that serve multiple parcel owners.



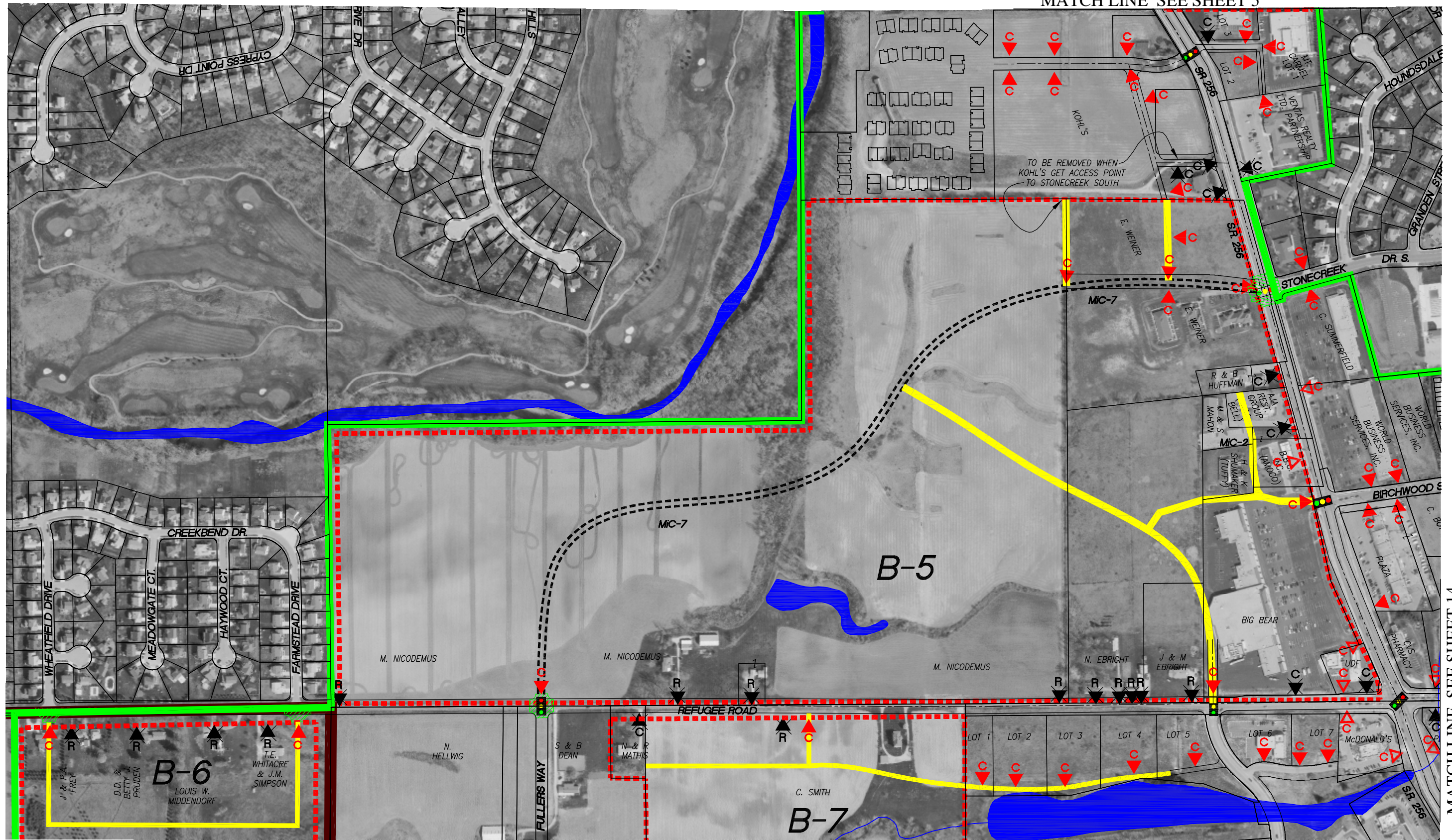
MATCH LINE SEE SHEET 6

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| <p>▽ LIMITED MOVEMENT ACCESS POINT</p> <p>▽ RESIDENTIAL ACCESS POINT (EXISTING TO REMAIN, OR PROPOSED)</p> <p>▽ RESIDENTIAL ACCESS POINT (TO BE ELIMINATED)</p> | <p>● COMMERCIAL ACCESS POINT (EXISTING TO REMAIN, OR PROPOSED)</p> <p>● COMMERCIAL ACCESS POINT (TO BE ELIMINATED)</p> <p>● EXISTING TRAFFIC SIGNAL</p> | <p>■ POTENTIAL INTERSECTION</p> <p>■ POTENTIAL SIGNALIZED INTERSECTION</p> <p>■ PROPERTY AREA BOUNDARY FOR FUTURE ACCESS POINT (SEE ASSOCIATED TEXT)</p> | <p>— FUTURE SERVICE ROAD (PUBLIC OR PRIVATE AT CITY DISCRETION)</p> <p>— CITY CORPORATION BOUNDARY</p> <p>— FUTURE CITY THOROUGHFARE (REFERENCE THOROUGHFARE & TRANSPORTATION IMPROVEMENT PLAN - 2005)</p> |
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S.R. 256

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| LIMITED MOVEMENT ACCESS POINT | COMMERCIAL ACCESS POINT (EXISTING TO REMAIN, OR PROPOSED) | POTENTIAL INTERSECTION | FUTURE SERVICE ROAD (PUBLIC OR PRIVATE AT CITY DISCRETION) |
| RESIDENTIAL ACCESS POINT (EXISTING TO REMAIN, OR PROPOSED) | COMMERCIAL ACCESS POINT (TO BE ELIMINATED) | POTENTIAL SIGNALIZED INTERSECTION | CITY CORPORATION BOUNDARY |
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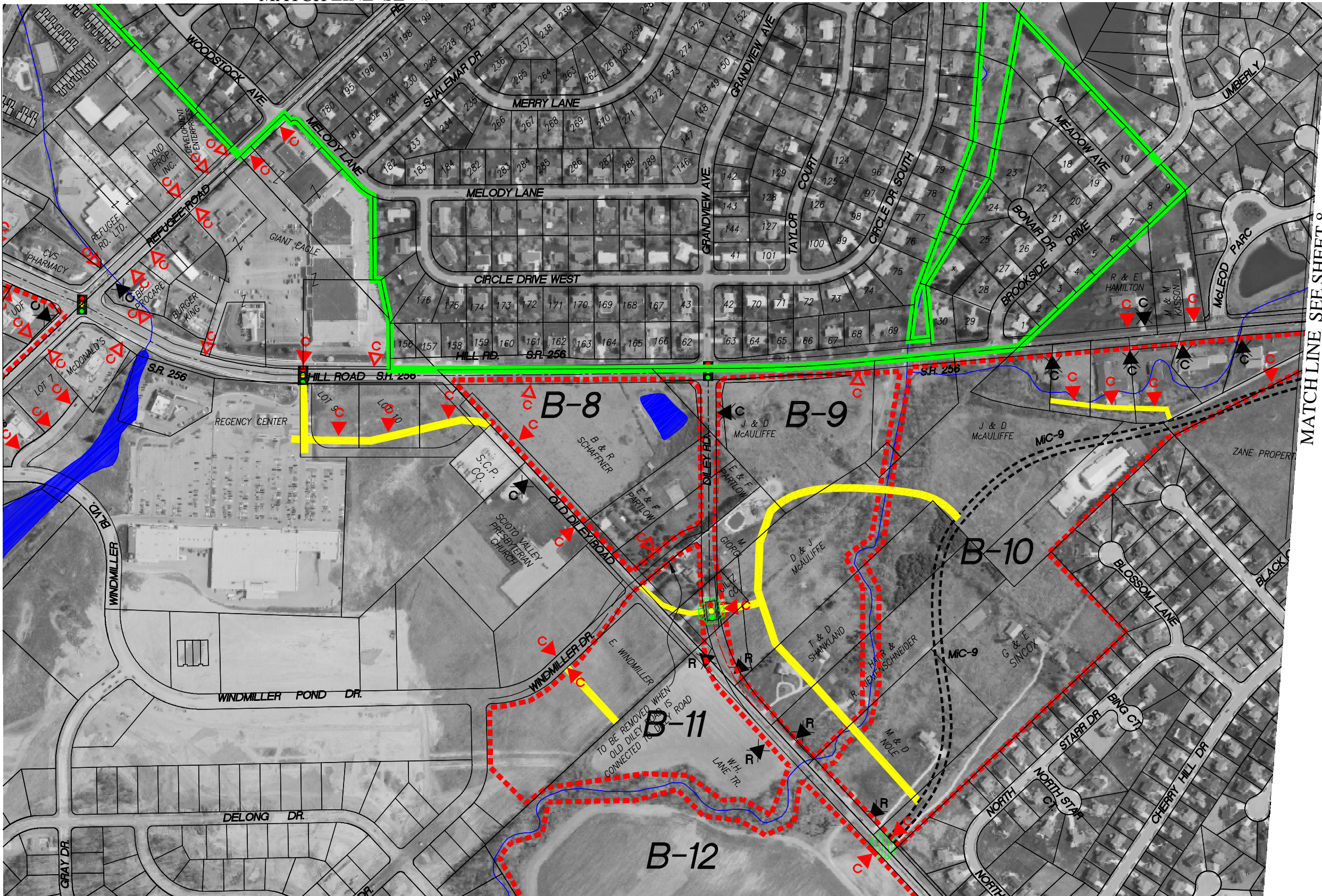
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S.R. 256 / REFUGEE

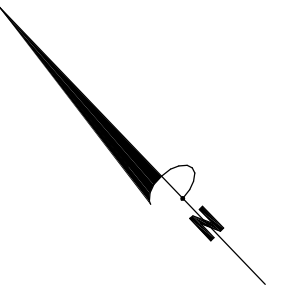
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MATCH LINE SEE SHEET 11

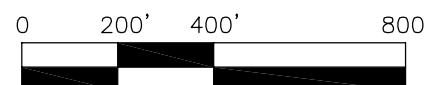
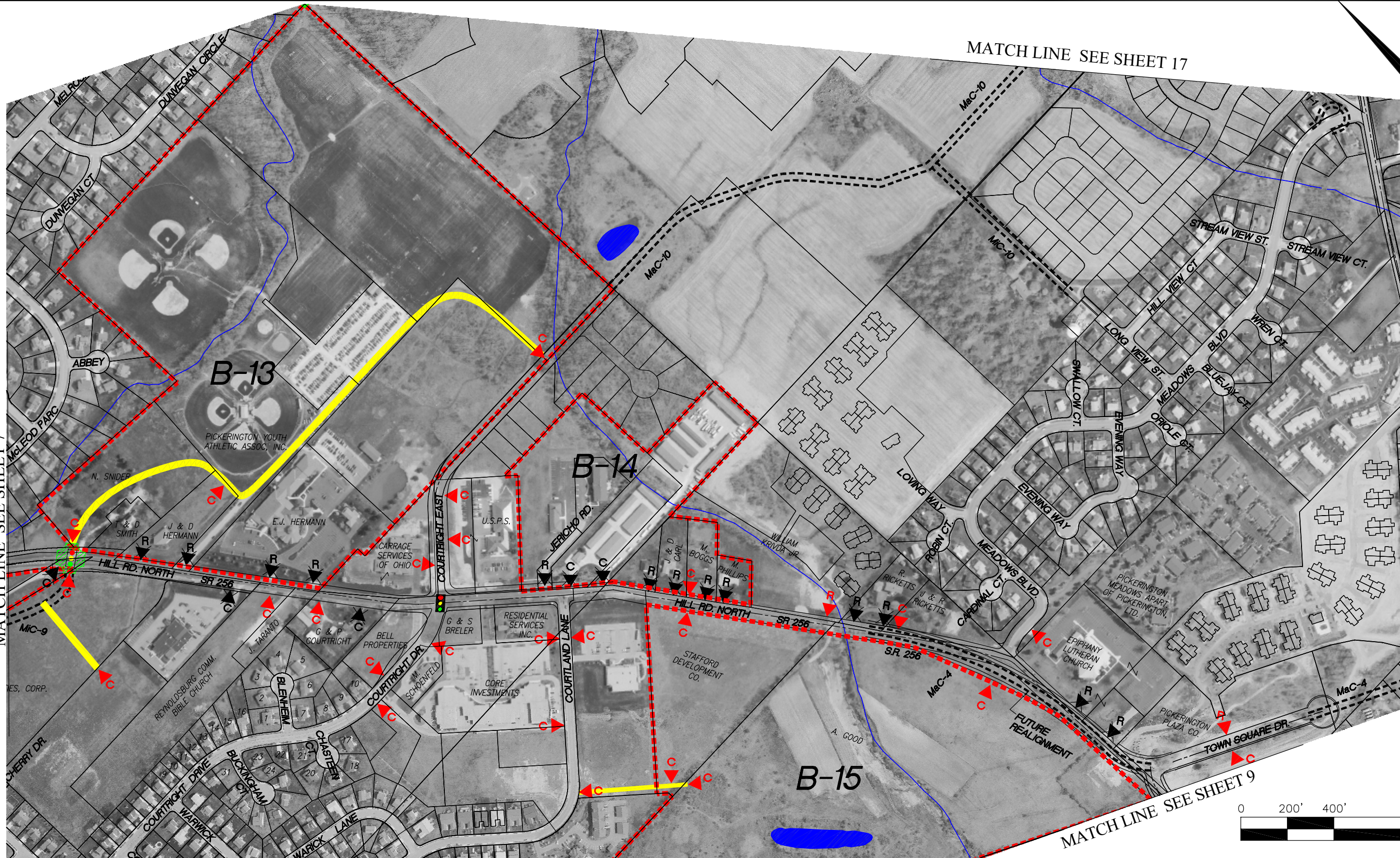
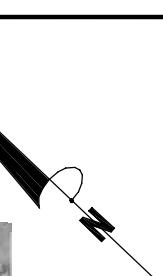
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S.R. 256 /
DILEY

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| LIMITED MOVEMENT ACCESS POINT | COMMERCIAL ACCESS POINT (EXISTING TO REMAIN, OR PROPOSED) | POTENTIAL INTERSECTION | FUTURE SERVICE ROAD (PUBLIC OR PRIVATE AT CITY DISCRETION) |
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| RESIDENTIAL ACCESS POINT (TO BE ELIMINATED) | COMMERCIAL ACCESS POINT (TO BE ELIMINATED) | PROPERTY AREA BOUNDARY FOR FUTURE ACCESS POINT (SEE ASSOCIATED TEXT) | |
| EXISTING TRAFFIC SIGNAL | | | |



S.R. 256

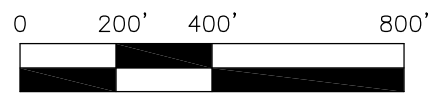


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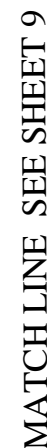
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S.R. 256 /
HILL RD.

TO PICKERINGTON ROAD
MiC-2



HILL RD.

$$\left(\frac{10}{20} \right)$$

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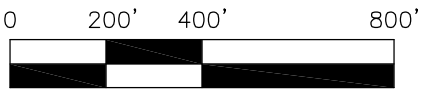


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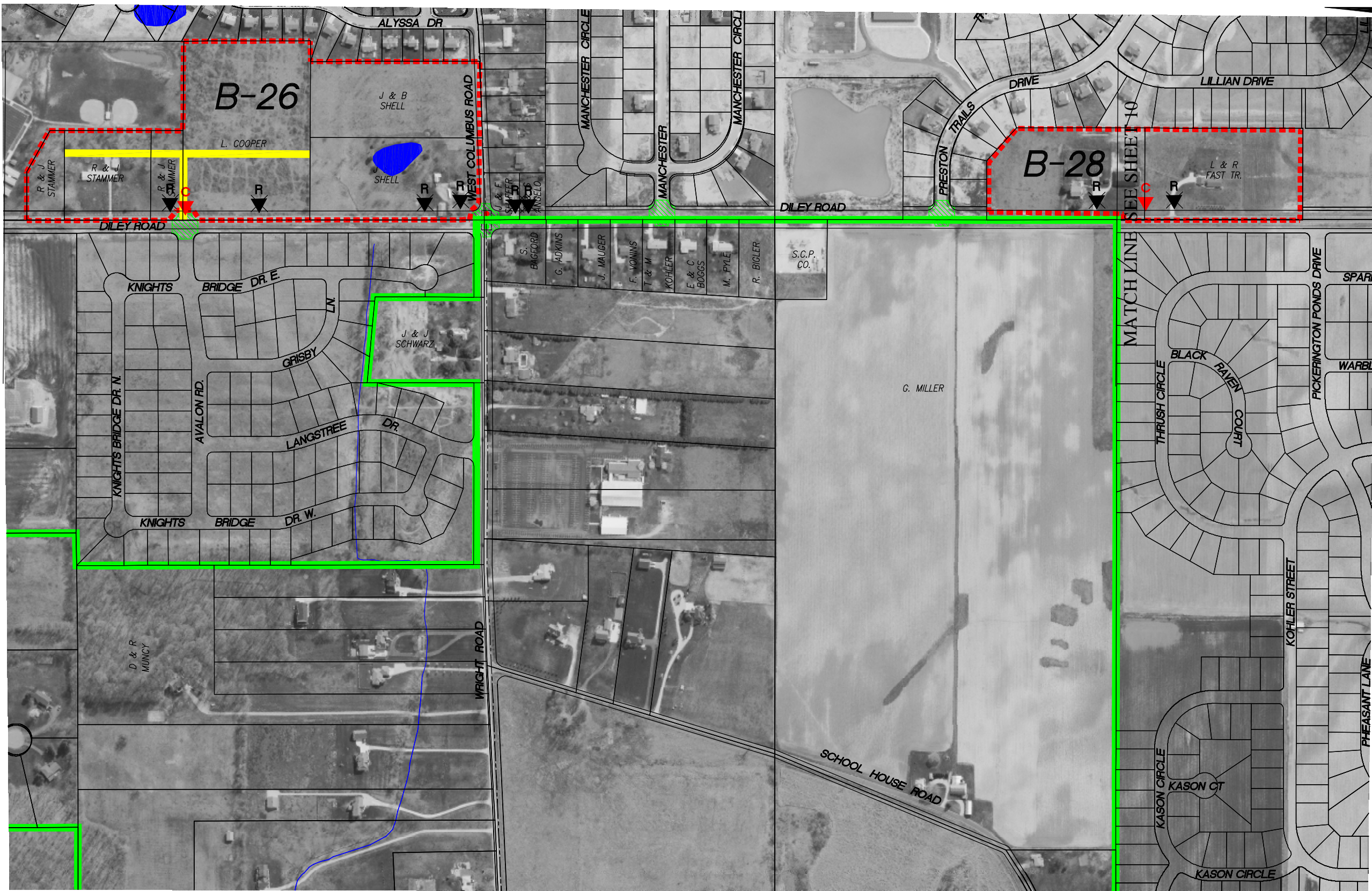
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| | EXISTING TRAFFIC SIGNAL | | | | |















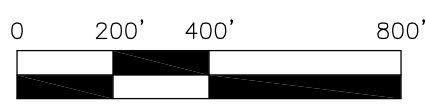
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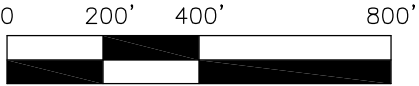




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DILEY RD.

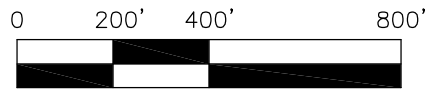


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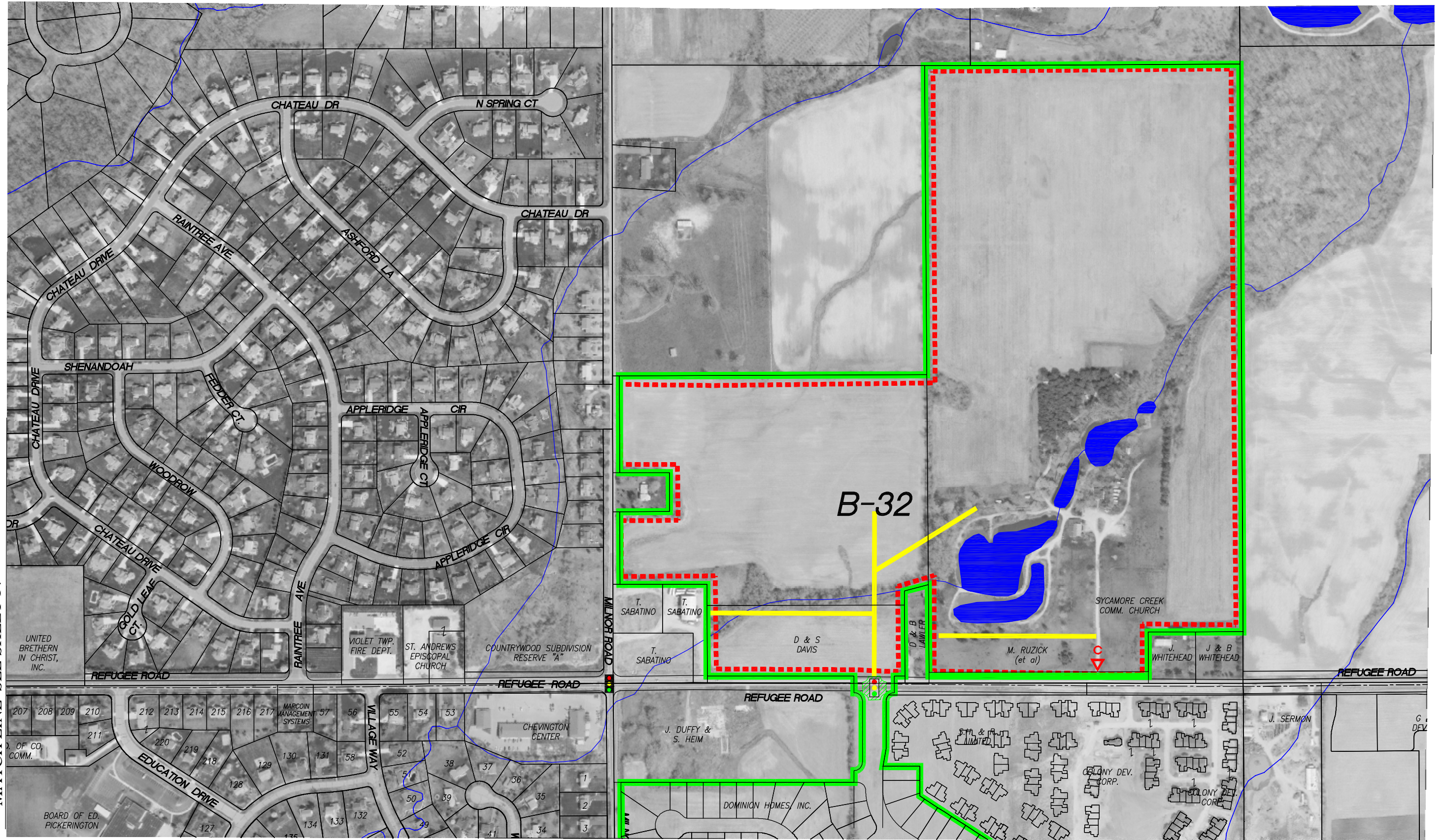
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REFUGEE

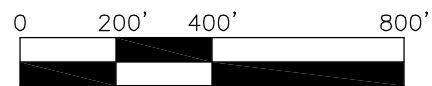
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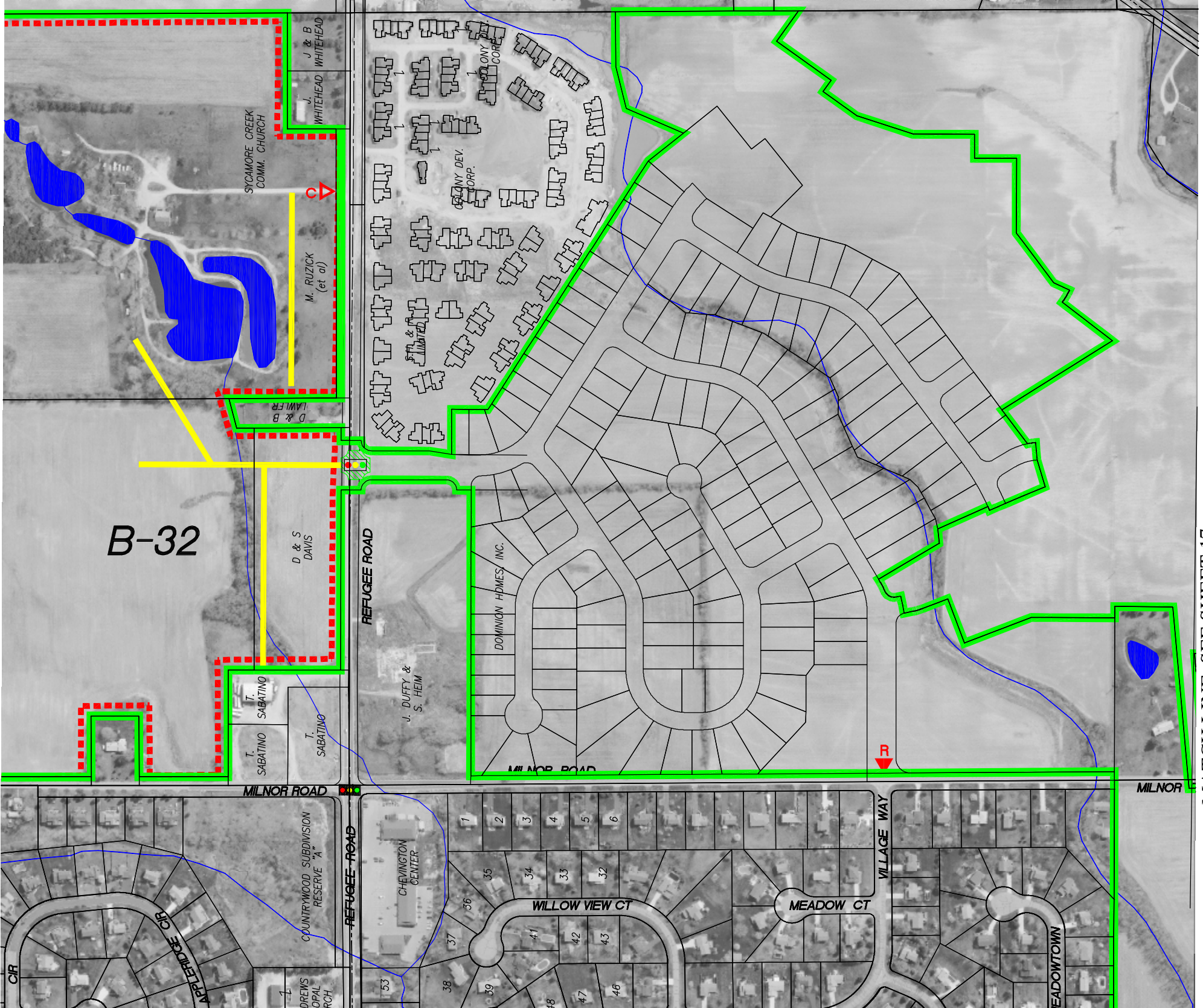
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REFUGEE
/ MILNOR

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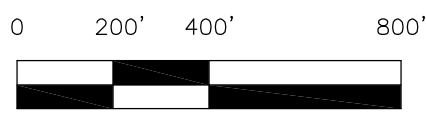
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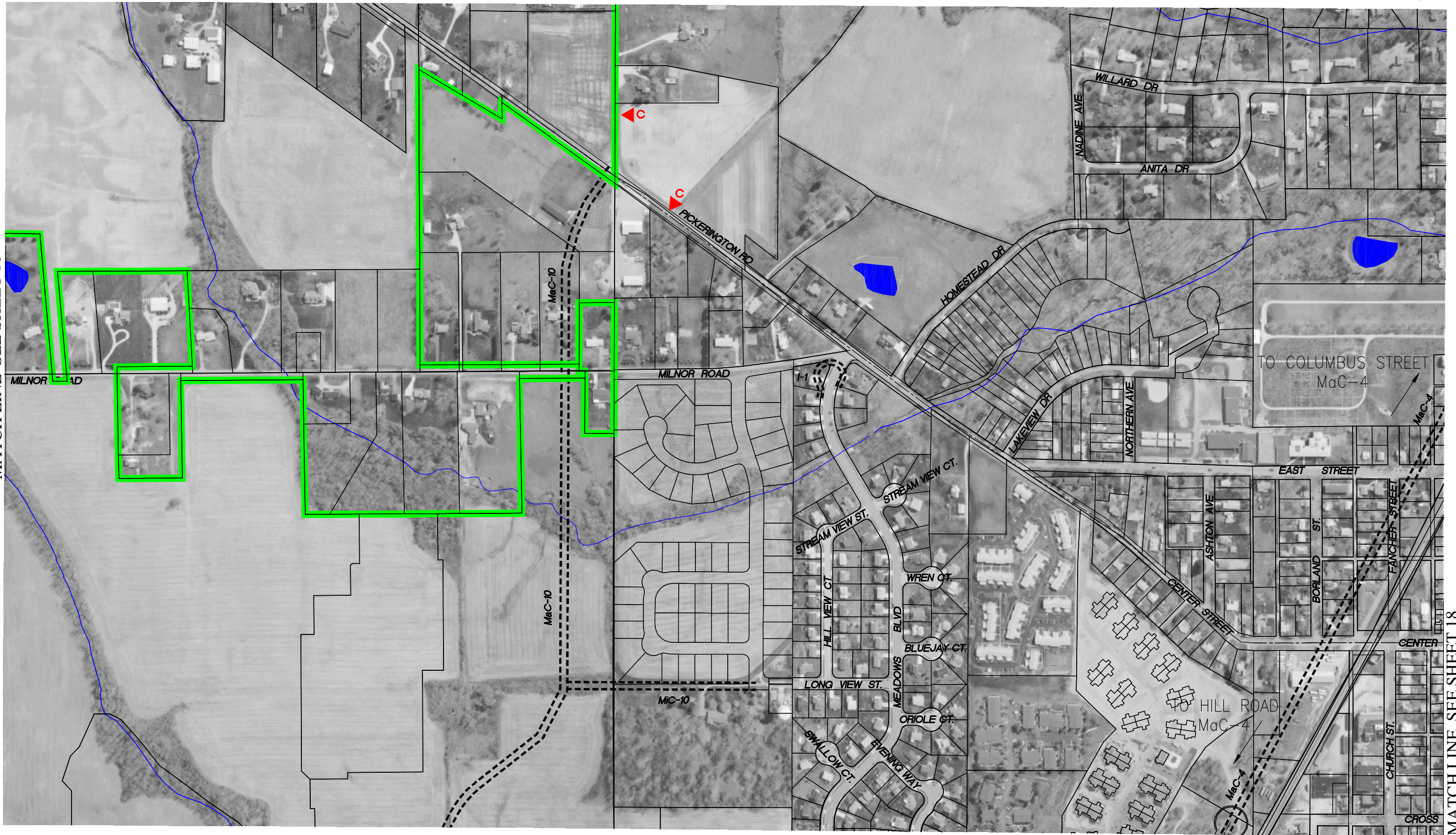
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






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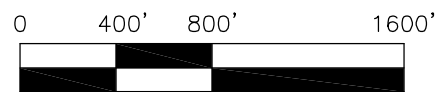


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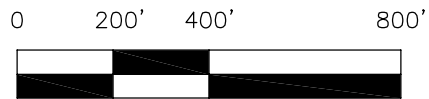
MILNOR

MATCH LINE SEE SHEET 17



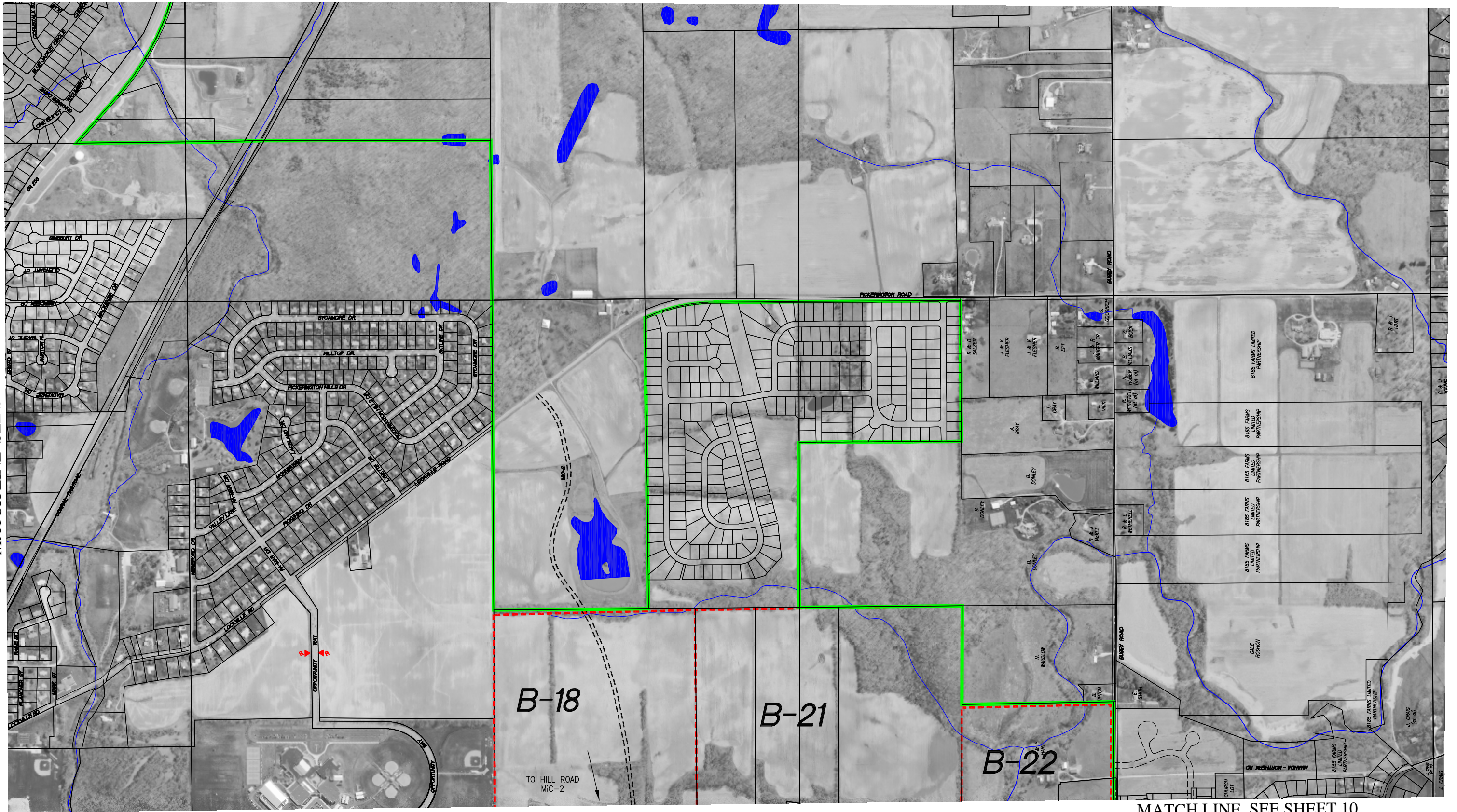
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








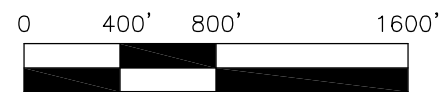
LOCKVILLE

MATCHLINE SEE SHEET 18



MATCH LINE SEE SHEET 10

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



LOCKVILLE

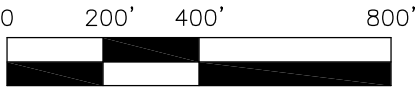
19
20

MATCH LINE SEE SHEET 9



MATCH LINE SEE SHEET 12

- | | | | |
|---|---|--|--|
|  LIMITED MOVEMENT ACCESS POINT |  COMMERCIAL ACCESS POINT (EXISTING TO REMAIN, OR PROPOSED) |  POTENTIAL INTERSECTION |  FUTURE SERVICE ROAD (PUBLIC OR PRIVATE AT CITY DISCRETION) |
|  RESIDENTIAL ACCESS POINT (EXISTING TO REMAIN, OR PROPOSED) |  COMMERCIAL ACCESS POINT (TO BE ELIMINATED) |  POTENTIAL SIGNALIZED INTERSECTION |  CITY CORPORATION BOUNDARY |
|  RESIDENTIAL ACCESS POINT (TO BE ELIMINATED) |  EXISTING TRAFFIC SIGNAL |  PROPERTY AREA BOUNDARY FOR FUTURE ACCESS POINT (SEE ASSOCIATED TEXT) |  FUTURE CITY THOROUGHFARE (REFERENCE THOROUGHFARE & TRANSPORTATION IMPROVEMENT PLAN - 2005) |



LONG

